

Locomobile

Touring Cars



Made by the Locomobile Co. of America,
Bridgeport, Conn.

Most automobiles will serve some purposes all of the time. Others will serve all purposes some of the time. But it requires a car like the Locomobile to serve all purposes all of the time. The Locomobile, for eleven years, has been designed to serve all purposes as well as possible. Always ready to go.

Runs all day through deep sand or thick mud, without overheating. Gets there, and gets back. Simplest and Most Reliable Ignition—Magnet and all apparatus made in the Locomobile Plant. Four speeds. Bronze Engine Bed. Bronze Gear Case. Bronze Steering Wheel.

Opinions of Owners

INTERESTING EXTRACTS FROM LETTERS RECENTLY RECEIVED FROM LOCOMOBILE OWNERS.

"Have run nearly 14,000 miles without any trouble. As good as when it left the factory." Model "E"—1908.

E. C. A. Schenectady, N. Y. "The best car in the world. Has run 23,500 miles in a year and a half and has never been overhauled. Still runs smoothly." Model "I"—1908.

L. J. M. Pasadena, Cal. "The car has gone about 30,000 miles and has never gone better than it does at present." Model "E"—1906.

H. H. Albany, N. Y. "The Locomobile is easily the best built car in the world. Model "E"—1906.

C. A. C. Buffalo, N. Y. "30,000 miles in one season and never stopped on the road." Model "E"—1905.

C. A. Co. Cambridge, Mass. "My Model 'E'—1906 car is running better than ever. Nothing wears except tires. The car is in daily use winter and summer."

A. E. R. Davenport, Iowa. "This is the third season. About 34,000 miles; still running fine." Model "E"—1907.

F. W. B. Passaic, N. J. "I am pleased with car. From June to October, 1908, made 13,020 miles." Model "I"—1908.

R. S. H. Providence, R. I. "It is without doubt the best car I have ever ridden in. I have ridden in the best cars made, and consider this Locomobile the better car. It has plenty of power, runs with absolutely no noise, and has the best springs of any that I have ever ridden in, and is powerfully built throughout. Model "L"—1909.

F. F. B. Puunene, Maui, T. Hawaii. "Cannot find a fault. Over 70,000 miles in less than four years, and still doing work as well as one could ask. Am absolutely satisfied." Model "H"—1906.

A. J. R. Chicago, Ill. "I feel that it is due you that you should know of the severe test I have given my car, which conclusively proves that it is without doubt the best car in America." Model "I"—1908.

C. J. B. Cincinnati, Ohio. "My car is considered the quietest running Locomobile ever put out. Twelve thousand miles and looks like new. A wonderful hill-climber." Model "I"—1908.

S. C. Sheffield, Mass. "Machine giving perfect satisfaction." Model "D"—1904.

W. D. P. Northampton, Mass. "Have run this car about 46,000 miles." Model "E"—1906.

C. L. A. Plymouth, Pa. "Car in good condition and runs over 2000 miles per month." Model "H"—1907.

R. E. Co. Rutherford, N. J. "Have driven my car over 40,000 miles over the rough streets of Chicago, and it is running fine." Model "E"—1907.

J. K. S. Chicago, Ill. "This car has worn out twelve sets of tires, and I have never had a single stop on the road due to engine or any other cause save tires." Model "H"—1907.

W. H. W. Philadelphia, Pa. "It is as satisfactory a piece of mechanism as any one would care for, and it goes without saying that I am highly pleased with the performance. I wish to express to you my thanks for the care you have taken to look after the car, and for the many courtesies I have received at your hands." Model "E"—1908.

W. S. B. Chicago, Ill.

IN BUSINESS CIRCLES

Transportation.

Directing officers of the two trans- portation lines doing the principal freight business of the Territory are in the city, and future transportation of the sugars of the islands is the subject uppermost in the minds of business men.

President Dearborn of the American-Hawaiian Steamship Company arrived on the Mongolia early in the week. President Matson of the Matson Navigation Company has evidently been awaiting the arrival of Dearborn. The contract for carrying the sugars shipped to the eastern market is being considered by the Sugar Factors Company, Ltd., and Captain Matson, whose line has hitherto confined itself to the freights between the islands and the Pacific Coast, announces that he is here to bid for the transportation of the Eastern sugars. In other words, he intends to compete with one of the finest freight lines in the Pacific Ocean, and he comes to town "well heeled" to make good at every point.

Possible Deal.

Just what will happen no one can forecast with any great certainty, although it is a widely-expressed opinion downtown that Matson will withdraw from competition in the Eastern business if Dearborn will withdraw his competition with the three-cornered Honolulu-San Francisco-Seattle service. In other words, if the Territory is evenly divided under a gentlemen's agreement, there will be no further trouble.

Many Phases of Question.

But there are other phases of this many-sided question to be considered. Matson's company is to all intents and purposes a local company. Since the success of the American-Hawaiian company, based on the start it obtained through the contract for carrying Hawaii's sugars, many local business men have looked with some jealousy on this line of activity in the sugar trade that the capitalists of Hawaii do not control. With the one exception of transportation, the sugar interests of the islands are entirely independent of outsiders. In other words, they control what might be called the subsidiary enterprises.

Hawaii has its own fertilizer factories and its own sugar refineries. Its capitalists or industry control pretty nearly everything directly or indirectly connected with the sugar industry, with the one exception of transportation. The contract for carrying the sugars will soon be renewed. Now the question is, whether they will move to control the transportation.

When the American-Hawaiian came into the field, the local sugar men didn't have the money to gamble or invest in transportation. They were taking care of the debts consequent to plantation expansion. Now it is different. The debts are paid and the surplus money is seeking investment. Furthermore, the steady growth and success of the Matson Navigation Company that started in a small way only a few years ago has served to demonstrate that the local company handling the local freights can succeed if properly handled.

With the Matson company as an example, the local sugar men are now looking for a way to get into the sugar business. It is also believed that some of these houses would be found among the holders of American-Hawaiian stock and bonds. They have given their sugars shipped to California to the Matson company. They control an overwhelming majority of the sugar tonnage of the islands. When this combination says, when it comes to a vote based on the tonnage of sugar, goes. With such a backing, it would be a very easy matter for the Matson line to develop into the off-talked transportation line controlled by local capital to handle all the deep-sea sugar cargoes.

Need for Competition.

Another phase to be considered is that the local sugar interests have nothing against the American-Hawaiian, whose New York freight service has been nearly perfect, but they realize that if the American-Hawaiian were to gain an absolute control of the ocean carrying trade between island ports and the California and Atlantic coasts, if this should occur, they feel satisfied that the American-Hawaiian would not hesitate to increase its profits by raising rates, if the opportunity presented itself; and the temptations are great when a monopoly exists.

Consequently, as a matter of ordinary business precaution, they might believe it good business to build up a line that is just enough of a threat to keep the American-Hawaiian operators decent in their dealing with the sugar and other interests of the Territory shipping freight. That is what the Matson line amounts to today. It is a good paying nucleus fitting its selected field and capable of expansion should the occasion require.

Meanwhile Mr. Dearborn does not appear at all nervous over the situation. His company has built a large fleet of ships that can be kept profitably busy in the trade between New York and the Pacific Coast by way of Honolulu. The situation, now on the stocks for the Honolulu trade in particular, is not so times that will make it possible to shut up all the passenger accommodations and run the ship at a profit as a freighter. So the bark of the American-Hawaiian will not be broken if forced to withdraw from the Hawaiian carrying trade.

Community Interest.

General community interest in this apparent contest of the transportation companies is centered in the amount of passenger accommodation that will result from the disposal of the magnificent freight subsidy of two hundred and seventy thousand tons a year.

When some of these transportation men assert that they can not afford to put on ships with passenger accommodations because of the very low freight rate that is paid for sugars, attention is called to the fact that the American-Hawaiian line, established and built up on the Hawaiian freight trade exclusively, has practically built its magnificent fleet of steamers from the profits made during the few years of its existence. Its capital stock is low, and he divided paid up on the Hawaiian freight trade exclusively, has practically built its magnificent fleet of steamers from the profits made during the few years of its existence.

Hawaii's sugar men have the reputation of being broad-gauged men when it comes to community affairs. Hitherto passenger traffic has been given hardly more than a passing thought when the sugar contracts were awarded. This year will tell the story of whether the gauge has broadened among the business leaders. Many mercantile and commission men hesitate to say anything on the question except in the secret places of their back offices because they fear it might interfere with the sale of a few pounds of sausage or a yard of calico.

Stocks Spasmodic.

Stocks have been decidedly spasmodic in their movements this week. The two-session plan of the Exchange was short lived, and on some of the days this week the business reported on the Exchange was hardly enough to dignify one session. Prices have sagged in some instances. Oahu and Ewa sold the latter part of the week about twenty-five cents a share less than the average of the previous week, and one very good-sized block changed hands on Friday, but there is no indication of a serious slump on either of these popular stocks. Hawaii Commercial has held at 40.875, over seven hundred shares selling at that price. Honolulu has dropped to 12.25. Whatana has also dropped to 13.75, but as is usually the case with this stock very few shares are out at the reduced figure. Rockholders in this plantation expect an extra dividend by the next dividend day. Quite a little trading has been done in Hutchinson, and he sales on Friday reached 19. McElroy and Olan have sold at 7, and may be picked up at prices ranging from 7 to 7.125 in one hundred share lots. A rain on Kauai has been this stock.

Five hundred shares of Oahu Railway sold at 144.75 on Thursday as the largest transaction in this stock that has been made in many weeks. The price and the size of the block prove the stability of this transportation enterprise in public confidence.

Sugar Prices.

Very early speaking, the public appears to be waiting for a rise in the price of sugar, or, to put it more correctly, a change in the quotation in raws, to remind them that the market may advance. Stocks have recovered from the very slight depression experienced the first of the week and are now at a parity of 5.09 cents, or 14.64. Raw sugar has held firm at 1.36. Mail information of the world condition furnishes no change in the prospect of sustained and possibly higher prices. Cuba's crop is coming off well, but all of Cuba's sugars are needed this year, so there is nothing to fear in that direction.

Prohibition.

The joint resolution for a plebiscite on prohibition for the Territory of Hawaii, to take place July 26, passed the Senate on Monday, and the Bulletin's Washington correspondent predicted that it would pass the House on Wednesday, but the remarkable impulse in which the Republicans of the House have become involved has no doubt upset many expectations as regards legislation in that body. The resolution as it passed the Senate eliminates the provision making it mandatory for the Legislature to pass a prohibition law if the people of the Territory vote favorably to it.

Duffy's Pure Malt Whiskey



THIS TRADE MARK SIGNIFIES PURITY—EXCELLENCE—HEALTH.
Medicine for all Mankind

Mr. Horace R. Batts, Providence, R. I., a U. S. Army man, many years ago on account of the hardships of army life had dyspepsia and stomach trouble so bad that he could scarcely eat. He took Duffy's Pure Malt Whiskey, which gave him immediate relief. He recommends it as an invigorating stimulant and body-builder.

"I have used Duffy's Pure Malt Whiskey for many years and find that it is all that it claims to be. During my twenty-four years of service in the U. S. Army I was being constantly transferred from place to place. As a result of changing climate and water, my stomach and digestion failed me completely, so I was scarcely able to eat a thing. On the advice of a friend I purchased a bottle of Duffy's Pure Malt Whiskey, and immediately good results followed. This was eighteen years ago. Since then I have not been without it. I recommend it to all who are in need of an invigorating stimulant and desirous of building up the system."

CAUTION.—When you ask for Duffy's Pure Malt Whiskey be sure you get the genuine. It's the only absolutely pure medicinal malt whiskey and is sold in sealed bottles only; never in bulk. Look for the trade-mark, the "Old Chemist," on the label, and make sure the seal over the cork is unbroken. The Duffy Malt Whiskey Co., Rochester, N. Y., U. S. A.

The objection to the socialistic referendum feature was raised by Senator Heyburn and evidently made good.

Nearly all the politicians would be glad to have the prohibition question out of the way before the general elections. There is a growing sentiment that the organization of the Republican party is being manipulated for the benefit of the prohibition forces.

Although the strike of the Japanese has almost passed into forgotten history, it is still being fought in the courts as a result of the leading agitators being placed in jail to serve their sentences. A contest is now being made to free them under the habeas corpus proceedings in the United States Court.

The case against the Japanese poachers closed this week with a conviction and the very light sentence of twenty-four hours imprisonment. The authorities are evidently more anxious to get at those higher up in the Laysan Island deal.

James I. McLean was elected president of the Promotion Committee this week in place of W. A. Bowen, resigned. Mr. McLean has served on the committee for two terms. Secretary Wood, accompanied by Lloyd Childs, left on the Lurline on the way to Atlantic City, where the Hawaiian exhibit will be installed. Among the advertising propositions the Promotion Committee has endorsed is the special edition of the San Francisco Chronicle.

Filing of a two hundred thousand dollar mortgage on the property of the Consolidated Pineapple Company in favor of the California Fruit Canners' Association furnishes the confirmation of the report contained in these columns the first of the year that the Consolidated company had passed into the control of California interests. This association has supplied the pineapple company with its necessary advances since the first of the year. California now controls nearly all the Hawaiian pineapple ventures.

The Bank of Hawaii completed its control of the Judd building this week by buying the holdings of the Judd family. The stock was bought at par.

Under its policy of building houses for home-builders of the city, the Trent Trust Company already has over twenty-seven houses, for the construction of which it advanced the money on easy terms. The prices of these houses vary from three hundred dollars to six thousand, with an average of about two thousand dollars.

The departure of the Alameda this week was quite a function, as the popular liner is not likely to be in these waters again for some time. Its place will be taken by the Stern, arriving on its first trip the first of April.

CENTRAL UNION WILL HEAR MOORE

Mr. J. P. Moore, international traveling secretary of the Y. M. C. A., arrived in Honolulu early in the week. He will speak at Central Union Church, his subject being "Looking Forward." At 7:30 p. m. tomorrow Mr. Moore will again speak at Central Union Church his subject being "The Third Man." On Monday morning he will journey to Lohela to make a special study of the situation there.

For the historical painter what more suitable subject could be presented than a (a) man in the act of preparing a breakfast?—Chicago News.

Mr. Moore will speak to the men of the Royal Transit at 10:15 a. m. at the car house and at 11 a. m. will speak at Central Union Church, his subject being "Looking Forward." At 7:30 p. m. tomorrow Mr. Moore will again speak at Central Union Church his subject being "The Third Man." On Monday morning he will journey to Lohela to make a special study of the situation there.

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Walter Baker & Co.'s CHOCOLATES and COCOAS

For eating, drinking and cooking
Pure, Delicious, Nutritious

"THE LAST DROP IS AS GOOD AS THE FIRST"



Breakfast Cocoa, 1-2 lb. tins
Baker's Chocolate (unsweetened), 1-2 lb. cakes
German Sweet Chocolate, 1-4 lb. cakes

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Walter Baker & Co. Ltd.
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50 HIGHEST AWARDS IN
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